

Torrance Herald

Published Every Thursday by THE LOMITA-TORRANCE PUBLISHING CO. 1419 Marcelina Ave. Torrance, California



LOS ANGELES OFFICE W. H. Grubbs, Manager A-65 Chamber of Commerce Building. Phone WEstmore 8685.

W. HAROLD KINGSLEY, Editor GROVER C. WHYTE, Business Manager

Subscription Rates in Advance Anywhere in Los Angeles County \$2.00 per year Anywhere in U. S. Outside of Los Angeles County \$3.00 per year Canada and Other Foreign Countries \$6.00 per year Single Copies 5c

OFFICIAL PAPER OF THE CITY OF TORRANCE Dedicated a Legal Newspaper of Los Angeles County. Superior Court Case No. 218470, Dated March 22, 1927.

Published weekly at Torrance, California, and entered as second-class matter January 30, 1914, at the Postoffice at Torrance, California, under the Act of March 3, 1879.

THE HERALD'S PLATFORM FOR TORRANCE

- 1-Ornamental Lighting System. 2-Interchange of Freight Between P. E. and Santa Fe. 3-Western Avenue Bus Line. 4-Hollywood-Palos Verdes Parkway. 5-New School North of Carson St. 6-Aviation Field. 7-Co-operation of All Torrance People, Firms, Industries and Other Agencies, to Induce Torrance Workmen to Live in Torrance. 8-Adoption and carrying out of a well-conceived city plan to guide the growth and development of Torrance. 9-The conduct of All Local Affairs in a spirit of Neighborly Friendliness and Constructive Co-operation to the End That the Peace and Prosperity of All May Be Encouraged by an Alert Civic Consciousness and Patriotism.

TO UNDERSTAND AND APPRECIATE

To be truly and rightfully appreciated by its citizens, and to reap the benefits of such appreciation, a city must be understood. To be understood it must be studied.

The average layman has not always either the time or the available means to discover and digest the pertinent and important factors, in contrast or comparison with other cities, of the city of his livelihood and of his home.

Every city has a history in figures, interesting always, and the more engrossing when it reflects favorably a direct relationship to the citizen's taxed pocket-book, his earning power, his potentialities, and his present and future living and working conditions.

Figures are stubborn. Taken from reliable sources and conscientiously handled, they are truthful. When they reflect a condition, the condition exists. Figures show Torrance building permits for the first five months of 1927 to be greater in value than those of more than fifty other California cities. Ergo, Torrance has greater building activity than any of those more than fifty cities, most of them much larger, and some of them several times larger, than Torrance.

The per capita valuation of Torrance is twice the per capita valuation of the great city of Los Angeles. Therefore, the municipal tax rate of Torrance is one-half that of Los Angeles. That is an interesting thing, a good thing, a valuable thing for the citizen and the potential citizen of Torrance to know.

Such figures are not obscure. They are not difficult of access. No legerdemain is required in their production. But in the usual course of events they are not posted in digested, comparative form, that he who runs may read.

That the man in the street, with the right to know, may exercise his right, is the purpose of The Herald's effort to place before the citizens of Torrance, in graphic and readily understandable form, the underlying factors of the Torrance of today, and which mark a broad path to the Torrance of the future. The figures depict the present—the thinking citizen will visualize the future.

Touring California

Travel Notes of Interest and Western Highway Information Furnished by the National Automobile Club

Reconstruct 'Rim of World Drive'

At an altitude of over 6000 feet above the sea, with a splendid panoramic view of orange groves and numerous thriving Southern California cities stretching beneath it, the "Rim of the World Drive" in San Bernardino has been undergoing reconstruction which will give this beautiful resort land much better and modern road facilities. The present work, while only a beginning of contemplated improvements, will make this scenic drive a "high-gear" road and, being routed over the southern slopes, greater possibilities for winter travel will be assured. This drive, which is also known as the "Crest," begins at Waterman Canyon and follows the old "Crest" route to Bear Lake. Section A ascends to the summit of the San Bernardino Mountains, ending at Squirrel Inn. Section B, now under reconstruction, lies along the crest of the ridge to Running Springs Park.

Mt. Whitney Trail Lures

The lure of the Mt. Whitney trail now calls to many sportsmen and vacationists. Leaving Owens River Valley, this trail enters the canyon of Symmes Creek, hemmed in by lofty granite cliffs, and zigzags up the north slope through beautiful growths of white fir and timber pine. Crossing the ridge, it continued up the north side of Shepherd Creek and climbs to a glacial basin covered with fox-tail and white-bark pine. Camp is made at Parkinson Meadow at an elevation of 10,500 feet. Shepherd Pass is next crossed, and as the trip progresses southward to Mt. Whitney superb views of the mountain-encircled Kern region are had. Camp is made at Crabtree Meadow on the second night, near the base of Mt. Whitney. The ascent of Mt. Whitney is a difficult feat, and only advisable to those with sound physiques. The fishing, especially for golden trout, is excellent in all the higher Kern region, and many months would be required to thoroughly explore the many attractions of its beautiful gorges and lofty mountains.

Kearsarge Pass Now Open

Kearsarge Pass, lying about fifteen miles west of Independence, Calif., "as the crow flies," is now open. For some fifty miles this is the lowest pass along the crest of the Sierra Nevadas, and is reached by an excellent trail. After leaving Onion Valley, at an altitude of approximately 8000 feet, the trail then zigzags up the precipitous slopes that occur between several benches on which there are a dozen or more beautiful Alpine lakes. Fishing is now excellent in these lakes. The best bait is salmon eggs and worms, the best fly royal coachman and black gnat. There are many excellent camping places, both on account of the rugged scenery and the good trout fishing. Within a few miles the trail reaches Kearsarge Pass at an elevation of 11,823 feet above sea level. A splendid panorama may be had from this pass—to the south and southwest is the craggy, serrated line of peaks that form the Kings-Kern divide—a view that never ceases to fascinate. Several miles west of Kearsarge Pass lies Bullfrog Lake, some 10,500 feet in elevation. This is a splendid camping location for those who desire high altitudes.

Lakes Afford Best Fishing

The streams are still high in the fishing districts near Big Pine, Calif., and the best fishing is to be had in the lakes. Best bait, worms or salmon eggs; best fly, dark and grey flies, black gnat, mosquito, and golden spinner. Saddle and pack animals are obtainable at Glacier Lodge, 11 miles up Big Pine Creek. Good camp grounds are also to be had at this point.

Trestle Replaces Sand Fill

A gap in Route 60, opened by high flood water together with an unusually high tide, which removed nearly 1000 feet of sand fill and pavement at a slough near Huntington Beach, has been closed and the section again placed in first class condition by the completion of a timber trestle at Santa Ana overflow channel. Since the traffic at this point is about 16,000 cars per day, future widening of this section was anticipated in the design of the bridge, which carries at 34-foot roadway and a six-foot sidewalk.

Bridges Widened to 40 Feet

Heavy and rapidly increasing traffic on this route made advisable the widening of three bridges near the Los Angeles-Ventura county line at Las Virgenes Creek, Vejar Creek, and the west fork of Vejar Creek, to accommodate a 40-foot roadway. Slight repairs were also made to the bridge across Conejo Creek. J. W. Wilson was resident engineer.

South Gets Improved Structures

The Coast road, Route 2, from San Francisco to San Diego, has been further improved by the construction of two bridges, an overhead crossing, and repairs and widening of four bridges, all of which have been completed this month and, with the exception of the overhead crossing, are available for travel.

The most northerly of these structures is at Gaviota Creek, about 30 miles north of Santa Barbara, where a reinforced concrete four-span girder type bridge replaces an old steel bridge. The new crossing made possible a realignment which increased the radii of three curves. Federal aid was obtained for this project, which was built under the direction of W. G. Remington, resident engineer.

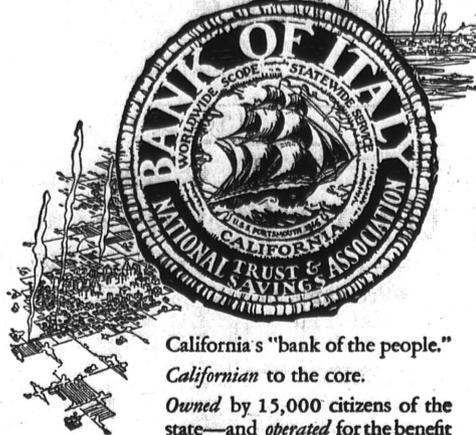
Banky-LaRocque Wedding Photos Wired to Europe

The first telephotographs to be sent from Southern California to Europe were pictures of the wedding of Vilma Banky and Rod LaRocque, film stars, held Sunday afternoon, June 26. The photographs were wired by Bell telephone companies to New York immediately after the ceremony, and from there were sent by radio to five leading newspapers in London and Paris. The pictures were transmitted to all telephotograph stations in the United States operated by the Bell system and distributed to 60 newspapers for use the following day.

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MOTOR COACH COMPANY Time Table Effective July 1, 1927 STAGES LEAVE TORRANCE

Table with columns for destinations: For Wilmington and Long Beach, For Lomita, South Lomita, and San Pedro, For Redondo Beach, For Santa Monica VENICE. Includes departure times for various routes.

\*Daily except Sundays and Holidays. †Sundays only. ‡Sundays for Catalina Island. §Saturdays only. ¶Saturdays and Sundays only.

TIME TABLE LONG BEACH—LOS ANGELES—HOLLYWOOD Motor Coach Line

Lv. Torrance for Moneta, Western City, and Manchester Ave., Los Angeles:—A. M. 6:50 except Sunday, 9:25; P. M. 1:05, 3:05, 5:09, 6:19, and 11:38.

Lv. Torrance for Keystone, Davidson City, Watson, and Long Beach:—A. M. 7:47, daily except Sunday; 10:32; P. M. 1:57, 3:52, 6:17, 7:06 and 12:21 A. M.

\*Direct connection with Green Buses to Hollywood and Los Angeles shopping district. Also Yellow Buses to Inglewood and Graham. FARES:—Torrance to Manchester Ave., Los Angeles, ONE WAY, 25c; ROUND TRIP, 40c. Los Angeles City Fares, 10c. WEST SIDE TRANSIT CO. Phone 664-89 Long Beach

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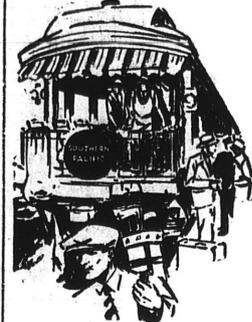
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